


**Final
Bay Area to Central Valley High-Speed Train
Program Environmental Impact Report/ Environmental Impact Statement**

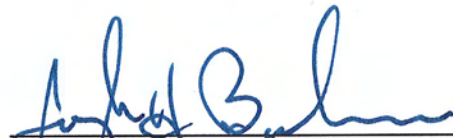
Pursuant to:

California Environmental Quality Act, P.R.C. 21000 et seq.; State of California CEQA Guidelines, California Administrative Code, 15000 et seq.;
and National Environmental Policy Act (42 U.S.C. 4332 [2][c]), 23 C.F.R. part 771 and 64 Fed. Reg. 28545

Prepared by the
California High-Speed Rail Authority
and the
**U.S. Department of Transportation
Federal Railroad Administration**
with cooperating agencies:
**U.S. Environmental Protection Agency
U.S. Army Corps of Engineers**


**Mehdi Morshed, Executive Director
California High Speed Rail Authority**

Date: 5-9-08


**Joseph H. Boardman, Administrator
Federal Railroad Administration
U.S. Department of Transportation**

Date: 5/14/2008

Contact the following individuals for additional information concerning this document:

Mr. Dan Leavitt
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
Tel: (916) 324-1541

Mr. David Valenstein
USDOT Federal Railroad Administration
1200 New Jersey Ave. SE, MS-20
Washington, D.C. 20590
Tel: (202) 493-6368

Abstract: A Statewide Program Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) was certified in November 2005 and was the first phase of a tiered environmental review process for the proposed California HST system in California planned to connect the major metropolitan areas of the state. This document further examines the San Francisco Bay Area to Central Valley region as the next phase of the tiered environmental review process and considers, describes, and summarizes the environmental impacts—at a programmatic level of analysis—of the proposed HST system within the broad corridor between and including the Altamont Pass and Pacheco Pass. Two broad alternatives are considered: 1) No Project Alternative; and 2) High-Speed Train (HST) Alternative (consisting of a range of alignment alternatives and station location options). This Final Program EIR/EIS identifies the Pacheco Pass serving San Francisco and San Jose termini as the preferred HST Network Alternative. The HST system would be capable of speeds in excess of 200 miles per hour (322 kph) on tracks that are mostly dedicated, fully grade-separated, and fenced. Potential environmental impacts include displacement of commercial and residential properties; community and neighborhood disruption; increased noise and vibration; local traffic impacts associated with stations; impacts on historic properties and archaeological sites; impacts on parks and recreation resources; visual impacts in scenic areas of the state; impacts on sensitive biological resources and wetlands; use of energy; and impacts on agricultural lands. Design practices and mitigation strategies are described to avoid or minimize potential impacts; such strategies would be further refined in project-level environmental review.

The Final Bay Area to Central Valley High-Speed Train (HST) Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is being made available to the public in accordance with the California Environmental Quality Act and the National Environmental Policy Act.

Visit the California High-Speed Rail Authority Web Site (www.cahighspeedrail.ca.gov), where you can:

- View and download the Final Program EIR/EIS.
- Request a CD-ROM of the Final Program EIR/EIS.
- Locate a library near you to review a hardcopy of the Final Program EIR/EIS.

Printed copies have been placed in the main public libraries in the following cities: Fremont, Gilroy, Livermore, Merced, Modesto, Mountain View, Oakland, Palo Alto, Pleasanton, Sacramento, San Francisco, San Jose, Stockton, and Tracy.